



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

June 2015

Picture of the Month



The Canadian City of Vancouver almost completely hidden under a blanket of fog. Photograph borrowed from Weather Underground.

Fogged In

By Mel Rushton

Even during a fun-filled weekend such as 200 National Gay Pilots Association (NGPA) members recently experienced at the Palm Springs Winter Warmup event, I, like many other members, had to think about return flights and flight conditions.

Arriving back at our guest house I made my first check of the weather for Sunday's flight from Palm Springs, CA (KPSP) to Vancouver, BC (CYVR). Since leaving Vancouver the previous Wednesday in clear, beautiful, albeit it cool, weather, I had not given the Pacific Northwest's weather a single thought. I was enjoying every minute of the near-record conditions in warm and sunny

Palm Springs--not to mention the two cocktail parties hosted in members' homes, hiking in the nearby mountains, catching up with old friends (and meeting new members) at the meetings and the banquet, and attending the NGPA-EF board meeting. But, my check of current and forecasted weather for our home base of Vancouver that Saturday afternoon brought me back to the real world of analysis and decision making and preparation for our (all-too-soon) flight home early Sunday morning.

Soon after we had departed Vancouver for the Winter Warmup, a thick fog blanketed the coastal areas of Seattle and Vancouver. An air

Editor's Note

Barnstormer Days, our annual vintage fly-in, is the next major event to be held at Galt on Saturday, June 13th.

This is our 4th year for Barnstormers and each year this event has grown. This year we have invited more Ford Model T and Model A car clubs and we are working hard to attract more vintage aircraft as well. We placed an ad in the EAA's Vintage Magazine and have reached out to many EAA and Vintage chapters to invite their members with vintage airplanes. But that still might not be enough to get people to fly-in.

We need your help as well. If you know anyone who flies please tell them about Barnstormer Days and personally invite them to come, especially if they have a vintage aircraft. You can also send them a copy of the flyer you will find on page 7 of this newsletter.

Also don't forget to invite your non-flying friends, family and coworkers to the event. This is a great opportunity to show members of the public what aviation and Galt is all about.

We are introducing a new concept to the event this year with speakers who will provide short presentations on various topics throughout the day. Another new feature will be competitions where the event attendees vote on their favorite vintage planes and cars.

Gypsy Air Tours will be here again giving biplane rides in their beautiful 1930 Waco Taperwing on both Saturday and Sunday. Visit their web site to make a reservation ahead of time; www.gypsyairtours.com.

Volunteers are needed for various roles such as setting up tents, serving food, selling raffle tickets, parking planes, etc. Volunteers and members of the Galt community are strongly encouraged to dress in '30s/'40s period attire to provide a vintage atmosphere for the fly-in.

Together we can make this an event our visitors will enjoy and look forward to coming back for next year!

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inversion had trapped the cold air at sea level. Thanks to the mountains and the lack of offshore storms and winds, the fog ended up lasting 18 days! While skiers at Vancouver's three nearby ski resorts were enjoying temperatures near 50F and unlimited visibility, this ground-level cloud and gloom reduced visibility to 300 feet near the water's edge. The previous METARs, the current METAR, and the forecast all reported Vancouver as "vertical visibility 100 feet with an 1/8th of a mile horizontal visibility!" For the past three days, for our return on Sunday, and for the next 14 days, fog covered the coast and would not dissipate.

For those of you who may have forgotten how such annoying vapors form, fog is formed the way clouds are formed: warm, moist air with a huge amount of water content is cooled, and as the water condenses, a cloud is formed. Fog is just a cloud at ground level. The Pacific Northwest coastal areas had cold air lying close to the ground which had been left over from a cold spell over Christmas and New Year. This cold air was trapped, and temperatures were just below or near freezing at ground level. The air over this region remained stagnant as there were no storm systems coming in from the Pacific to mix up the air laterally. Because of the inversion sitting over the region, there was no vertical mixing either. Our ability to land at Vancouver on Sunday (and for the next week) looked bleak indeed.

iPhone at the ready, I think I checked the METAR and TAF for Vancouver hourly from Saturday afternoon until departure on Sunday morning. Tom and I and our friends Chris and Dan had to depart Sunday morning, as one of them was booked on a commercial flight from Vancouver to Toronto, ON (CYYZ) at

4:00pm that afternoon. While it was sunny and warm and very tempting to stay in Palm Springs, we had to leave it behind, and planned for a 1:30pm arrival in Vancouver.

The TAF at the moment of departure continued to forecast 100 and 1/8, but included a chance of

improvement to 200 and 1/2 between 1:00pm and 5:00pm local time!

Given the conditions and such a miserable forecast, I would not have launched at all had it not been for the fact that Abbotsford, BC (CYXX), 33 miles to the east (and with an elevation of 195 feet as compared to Vancouver's elevation of 14 feet) had been, was currently and was forecasted to continue to be CAVU!

I was eager to make our friends' flight enjoyable, scenic, smooth and uneventful. It was their first cross-country flight in a general aviation (GA) airplane, and I hoped they would enjoy seeing both the capability of the TBM850 and the beautiful views of the coastal mountains from FL300. I did, however, feel it was my duty to brief them on the weather conditions at our destination, including the fact that it was very likely we would have to land at Abbotsford and take a 70 kilometer cab ride home!

All but the last minute of our flight was made in completely clear



Mel with his TBM 850 at Annemasse Airport, in France.

and smooth conditions. Hourly checks of the Vancouver METAR on the G1000 downlink showed no change: 100 and 1/8. As we approached Seattle, we saw fog seeping into all the low-lying nooks and crannies of the Washington coast line. Seatac was itself below CAT III minimums. A final check of the new Vancouver TAF brought bad news: now there was only a small chance that the weather would go up to 200 and 1/2 between 1:00pm and 2:00pm! We were still on target for that 1:30pm touchdown, so there was still a small chance we could land. After being turned over to Seattle center, the radio chatter got quite interesting: "XXX Flight NNN say your minimums", "XXX Flight NNN are you CAT II or CAT I approved?", "XXX Flight NNN ready to copy holding instructions?" Soon it was our turn: "N731TM hold southeast of the EGRET intersection, 10,000', we'll

Continued on page 3.

Continued from page 2.

call your turns, EFC 1350, time now 1320, CYVR RVR 1200". Alternate, here we come!

Now is a good time to keep you in suspense and bring up personal minimums. When relating this story to a pilot friend, I was asked what my personal minimums are for an IFR approach using an ILS. In my case, ever since obtaining my CFIL, my personal minimums have been the same as the ILS approach minimums. I feel that I have always known my aircraft very well, I train twice a year with Simcom or an equivalent recurrent training company, and Tom is often my copilot in the right seat. So, yes, I felt good attempting this approach, especially knowing we had plenty of fuel and my alternate was CAVU.

Well we are now intercepting the localizer about three miles from the final approach fix, and the tower

continues to call out the RVR for both 26R and 26L (our runway). Runway 26R, full length, is still 1200. However, the RVR for three points along 26L are 1200 touchdown, 2600 midfield, and 1200 at the far end. I configure the plane for landing: gear down, full flaps, inertial separator open, and airspeed 120kts. At 1300' AGL we cross the FAF, and intercept the glideslope. A little over a minute later, the G1000 calls out "FIVE HUNDRED," as we enter the soup and lose sight of the tops Vancouver's high-rises above the fog layer.

The next thing I knew, the G1000 and Tom called out simultaneously: "MINIMUMS, MINIMUMS" and

"LIGHTS." I awoke from my trance, disconnected the autopilot, saw the runway markings, and touched down softly as fog swirled all about us. *I had no recollection of the past 30 seconds!*

On the drive home and that evening, I continued to replay those three hundred feet. What was I doing? What was I thinking? My brain recording was totally blank for those seconds. It wasn't until the next morning that it finally hit me: I was mesmerized by the G1000's PFD, and fixating on the airspeed tape! I then remembered calling out airspeeds:



The G1000 panel in the the Socata TBM 850.

"122--too fast", "119--too slow", etc. I had *no scan* for the G1000 in instrument conditions, and I was fixated on getting the airspeed *exactly* on the 120 line! I had no idea we were approaching minimums, and I was in no position to do a missed approach! Wow. Had it not been for the G1000 calling out "MINIMUMS, MINIMUMS," and Tom calling out "LIGHTS," I'd probably have woken up when I hit the runway.

Had I been using my old steam gauges, I'm certain I'd have been scanning the dials, not concerned that airspeed must be exactly on the digits "1-2-0," and totally aware of the altimeter winding down to the MDA

of 207'. I learned that after 160 hours behind my G1000, I may know 98% of what every data point means, and how to enter and access information on its myriad of panels, but I have no instrument scan when it comes to IMC.

I immediately sought suggestions from my G1000 flight instructor, my NGPA corporate and commercial pilot friends, and my instructor at my semi-annual IFR recurrent training at Simcom last week. (Simcom still doesn't have a sim with a G1000 in the panel—hence my inability to train behind the G1000 in the sim.)

I received numerous and excellent suggestions from all of them. In particular I learned that many flight schools require renting pilots to complete an instrument competency check in G1000-equipped aircraft before they solo in instrument conditions. Other suggestions

included calling out the altitude every 100 feet to make sure I'm including the altitude tape in my scan. Last but not least, my friend John Swaney reminded me of the many things I should have been monitoring during the ILS.

I now realize that instrument work in IMC and/or under the hood is an important element that was missing from my comprehensive (or so I thought) G1000 transition program last spring. I'll soon be scheduling a few sessions with a G1000 instructor to improve my G1000 scan, so I'll again be flying my TBM850 to ILS minimums confidently and safely.

Professional Opinions

By Jeff Hill, Sr., Contributing Editor

The first time I ever flew "in the clouds" I was alone in a Piper Comanche 250. The ink had hardly dried on my brand new instrument rating and I will confess that these were some of the scarier moments in my career - and it was on a 'nice' day with no worries about convective activity, turbulence, or icing.

I had taken the whole instrument flight training course but all the flight time was in a different aircraft under the hood - never in *actual* instrument meteorological conditions (IMC). Let me tell you, there is nothing one can do in a simulator or under the hood that is anywhere near the same as actually doing it.

It's too bad more instrument students don't get some time in actual IFR but they do not because many instructors teaching instrument flying have little or no actual instrument time themselves and are not comfortable instructing in it.

When I was active in flight instruction, I did as much as was possible and practical with instrument students in actual IMC when conditions were right; nice day with good VFR from the surface up to around 1500 feet or so. Rockford Air Traffic Control (RFD) was very good about providing an area and block altitudes for us. I always called on the

telephone in advance to discuss my plan and heed their suggestions. The usual IFR clearance issued when in radar contact began, "Cleared to the Rockford Airport via radar vectors (direct, or until able VFR, in the event of comm. failure) maintain block altitude three to five thousand feet....") They would then provide us with headings to keep us in the unoccupied 'boonies'. Real life training cannot be beat.

Now then, what about the pilot with little or no instrument flight instruction getting 'caught in the clouds' it certainly must be sheer terror. This is what they call, "continued VFR flight into instrument conditions". Nearly 90% of VFR into IMC accidents are fatal and for a long time this has been the leading cause of fatal general aviation accidents.

AOPA has a short video on what can happen when a hapless VFR pilot stumbles into IMC which is REALLY scary! It's called *178 Seconds to Live*, which is about how long it takes for a typical non-instrument rated pilot to lose control of the aircraft and crash. It graphically demonstrates why VFR pilots must exercise extreme caution in avoiding unintentional entry into IMC.

If you are a VFR pilot, think seriously about going for the instrument rating. It's a very

interesting experience and even if you do little or no instrument flying, you will be amazed at how much it improves the precision of your VFR flying.

An added bonus is a break on your aircraft insurance because you have now become a better risk. There's an old saying: 'If you want to find out how dangerous something is, see what it costs to insure it'. Insurers are well aware of the VFR into IMC trap!



Scan this QR code with your smartphone to see the AOPA Air Safety Institute's video "178 Seconds to Live."



Click [here](#) if you don't have a smartphone.

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Galt Turf Runway Reopens

By Bill Miles

As you have probably noticed, the north/south turf runway (18/36) at Galt is now open.

The runway has been seeded, fertilized, aerated and rolled. The edges have been marked with flags approximately every 200 feet and orange concrete markers are placed on the sides at approximately midfield and about the third-way point (600ft) from each end.

You have probably also noticed that there are a couple of rough spots approximately 300 ft. from either end. The soil is poor there and the grass has a hard time getting established. Those spots have received extra seeding and fertilizer. If your landing requirements allow, please plan your initial touchdown outside those spots to give the baby grass a fighting chance.

Those spots are pretty easy to notice as the grass is not as green there.

We also plan to top dress those spots with extra soil periodically, so don't be surprised to see bare dirt patches. Again, please try to avoid them.

The goal is to make the grass runway befitting of the airport's great reputation. Your suggestions and help toward that end will be greatly appreciated.

[You may remember from the article in the August 2014 issue that Bill Miles



Larry Ewing lands his Christavia experimental airplane on the grass runway at Galt. Photograph taken in July 2013 by Beth Rehm.

volunteered his time and expertise to manage improvements to the grass runway. This is a multi-year project that promises to make all our grass landings look good! - Editor]



Bill Miles started flying at age 12 with his Dad in his J-3 Cub and got his Private Pilot License in 1958 flying from his farm strip in an Aeronca 11CC

Chief. During college he worked at an

airport and more recently he shared running the FBO at Ephraim in Door County (3D2) with 3 other pilots. He currently owns and flies a J-3 Cub which he says was a "basket case" he and his buddy restored in 1972. Bill lives at the Villas of Bull Valley in Woodstock where he is close to Galt and his "airport family."

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QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

1. A steady green light signal directed from the control tower to an aircraft in flight is a signal that the pilot
 - a. Is cleared to land.
 - b. Should give way to other aircraft and continue circling.
 - c. Should return for landing.
2. An alternating red and green light signal directed from the control tower to an aircraft in flight is a signal to
 - a. Hold position.
 - b. Exercise extreme caution.
 - c. Not land, the airport is unsafe.
3. Which light signal from the control tower clears a pilot to taxi?
 - a. Flashing green.
 - b. Steady green.
 - c. Flashing white.
4. A flashing white signal from the control tower to a taxiing aircraft is an indication to
 - a. Taxi at a faster speed.
 - b. Taxi only on taxiways and do not cross runways.
 - c. Return to the starting point on the airport.
5. While on final approach for landing, an alternating red and green light followed by a flashing red light is received from the control tower. Under these circumstances the pilot should
 - a. Discontinue the approach. Fly the same traffic pattern and approach again and land.

- b. Exercise extreme caution and abandon the approach, realizing the airport is unsafe for landing.
- c. Abandon the approach, circle the airport to the right and expect a flashing white light when the airport is safe for landing.

6. If the aircraft radio fails, what is the recommended procedure when landing at a controlled airport?
 - a. Observe the traffic flow, enter the traffic pattern and look for a light signal from the tower.
 - b. Enter the crosswind leg and rock the wings.
 - c. Flash landing lights and cycle the landing gear while circling the airport.

You will find the correct answers at the bottom of this column.

Correction to last month's quiz. The correct answer to question 3 last month was 10 nautical miles, which was not one of the options given. Please accept our apologies for this mistake.



Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court

room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is President of EAA Chapter 932.

Answers to the questions:
1) a, 2) b, 3) a, 4) c, 5) b, 6) a.

FREEZER WANTED

The Galt Airport EAA Chapter needs a freezer to safely store food for our events.

Do you have an old freezer that you don't need any more? Would you be willing to donate it to EAA Chapter 932?

If you can help, please contact Chapter President, Ed Moricoli at (815)338-4217, president@eaa932.org



Living in the Age of Airplanes is a new documentary directed by Brian J. Terwilliger, also known for his 2005 film, *One Six Right*. It is a story about how the airplane has changed the world and was filmed in 18 countries across all 7 continents. Harrison Ford provides the narration.

The film is currently playing in select IMAX, Giant Screen and Digital Cinemas across the country, but sadly, not in Illinois! New cities will continue to be added to the schedule throughout the year and you can visit this page to see where it is playing; <http://www.airplanesmovie.com/find-a-theatre/>

You can watch the official movie trailer at this link; <https://www.youtube.com/watch?v=agKzmALXU4U>

GALT AIRPORT

JUNE 13, 2015



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Event Hours 8:30 a.m. to 2:00 p.m.
Pancake Breakfast 8:30 a.m. to 11:00 a.m.



BARNSTORMER DAYS



Dear Cap'n

By Cap. Roger Oveur

This month the Cap'n fields some aeromedical questions.

Dear Cap'n: What do you think about the Feds getting all worked up over this sleep apnea thing? The wife says I snore and stop breathing all the time. What's the scoop, anyway? Is this something to worry about? If so, what should I do? It's been keeping me awake nights.

— Nervous Nellie

Dear Nellie: I'll tell you what I think. First of all, we don't need the Feds in our bedrooms! It's bad enough having them in the cockpit. If you're getting on your wife's nerves consider moving to your own bedroom; you're a big boy. As far as stopping breathing goes, that's no big deal – not if you start right up again. Stop worrying and get some sleep, Admiral.

Dear Cap'n: I'm a friend of Nellie and I had the same problem. My vet told me if I quit drinking and lost a couple hundred pounds my problems would all be over. Well I went on a crash diet – no food nor liquids – but now I have another problem. People say I look like a skeleton. My wife calls me 'Bony' which I really hate, and the neighbors say it must have been a long time since they forgot to bury me. I think maybe I should try to put some weight back on. What do you think?

— Way Too Slim, Jim



Dear Bony: You've got the right idea Kemosabe, put on some pounds fast – and the way to do it is with beer. Get your sorry basket of bones into a saloon – soon. Tell the bartender you want a great big stein of beer and a mop.

Dear Cap'n: I'm worried about my ability to pass the eye test for my third class medical – any tips on this and any other areas I should be concerned about?

— Quincy Magoo

Dear Mr. Magoo: That's an easy one. Fake a migraine or a seizure and when the nurse runs to get the doctor get a good look at the eye chart and memorize the 20/20 line. If it's the standard test the left eye will be HSN RD (my gouge, 'He Said No Raunchy Dames'); the right eye will be SDCHN (my gouge, 'South Dakota and CHiNa'). The urine test is a little trickier but can be managed, however, that is beyond the scope of this article.

Dear Cap'n: I'm aspiring to a flying career but beyond technical expertise, I'm worried about the average physical and mental requirements. What are they?

— Trying really hard to be average

Dear Try-Guy: Of course, there are many. You should have found that out the first time your dad took you to the county fair and you wanted to go on the 'Red Baron'. You've got to be short enough to fit in the cockpit but tall enough to reach the rudder pedals. You've got to be heavy enough to stand up in a strong wind but not so heavy so as to put the aircraft over maximum gross weight. You've got to be able to see as far as the instrument panel and you've got to be able to hear an engine fire warning bell or a stall warning horn. You've got to be old enough to drink but not old enough to be a tour bus driver. You can't be stupid but you can't have a real high IQ either – you probably don't have to worry about that because you're reading this. But, the most important thing is that have to be exceptionally good looking. Have at it Clark Kent!



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Recent Events At Galt Airport

The Buzz About Bees

I really had no idea bees were even remotely interesting until I attended a beekeeping workshop at Galt recently. I was totally captivated by Galt tenant, **Parker Johnston's** fascinating talk on the art of beekeeping.

Galt staff member, **Rebekah Busse** has a new hive down by the cabin with a fresh batch of bees (sadly her first colony of bees did not make it through the winter). Together with about twenty other people, I learned that these Italian bees are extremely docile and they didn't mind at all when Parker pulled them out of the hive to show us the interior.

Even in just a few weeks the bees have been busy building out the honeycombs for the brood nest and the queen has already begun laying eggs. Parker says the queen will live three to five years but her peak egg laying time is the first two years. The queen will lay 1,500 to 3,000 eggs a day, up to half a million eggs in her lifetime!

Did you know that all the worker bees in a colony are female? They only need a male (drone) bee one time; to fertilize the Queen. The drones have



Parker doesn't even use gloves to work with the hive, which demonstrates how docile the bees are.



Few flowers are available for collecting pollen at this time of year so Rebekah is supplementing the bees' diet with a jar of sugar water attached to the hive.

no other purpose whatsoever.

The worker bees live 6 to 16 weeks and they have a variety of jobs including guarding the entrance, feeding larvae, and collecting pollen and water. Some other interesting bee responsibilities Parker told us about are air-conditioner bees (who station themselves at the hive entrance and flap their wings to draw cool air into the hive) and what he calls "mortuary bees" who drag the lifeless bodies of their expired worker brethren out of the hive and dump them a few feet away!

Parker will be giving some follow up beekeeping talks throughout the year to share the bees' progress with us. I am excited to see how the hive develops and learn more about the intricacies of hive activity.

Click this link to see a time-lapse video of bee larvae hatching:

<https://youtu.be/f6mJ7e5YmnE>

Honoring Our Veterans

EAA Chapter 932 had the worst luck with weather for their first Salute to Veterans Pancake Breakfast on Saturday, May 16th. Scattered thunderstorms and low ceilings prevented all but one airplane from flying in. But despite the disappointing weather plenty of veterans and their families attended the event.

Our wonderful team of volunteer chefs, led by **Lori Bettendorf**, cooked a delicious breakfast of bacon, sausage, scrambled eggs, pancakes and hash browns. The **Civil Air Patrol** cadets directed traffic and many other chapter members were there to assist with setting up, serving and clean up.



EAA Chapter President, Ed Moricoli, with WWII Veteran, Ed Schmidt.

We had several pilots on hand to fly veterans, but unfortunately because of the weather we were unable to get anyone in the air that day. We will try to provide those flights at a later date.

A very big thank you to all of our hardworking volunteers who support the chapter at our events.

EAA Chapter 932

Young Eagles Event

Free plane rides for kids aged 8 to 17

Galt Airport

Saturday, June 27th, 8:00am to 2:00pm

For information contact Young Eagles Coordinator, Ed Brown at (615) 542-2790 or youngeagles@eaa932.org



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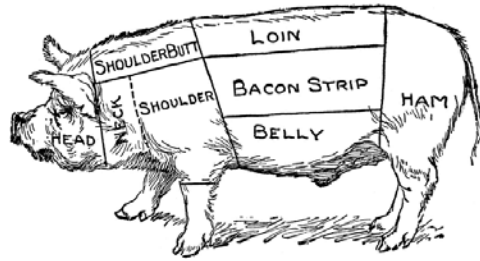
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EAA Chapter 932 News

President's Message

From Ed Moricoli, President, EAA Chapter 932

On May 16th Chapter 932 had its first Salute to Veterans pancake breakfast and what a success it turned out to be despite the poor weather! Attending the breakfast were three World War Two Vets, Mr. Ed Schmidt, Mr. Warren Sedlacek and Mr. Jim Baily. It was such a pleasure to talk to these gentlemen and a great honor to have these vets attend our breakfast. I want to thank all the members who gave their time and hard work to make the event a success. The chapter received over \$100 in donations and sold over \$600 in breakfasts! Thank you to all who attended the event, it's very heartwarming knowing the chapter members come out to support our events.

Next it's the Barnstormers event scheduled for June 13th. As you know this event has grown each year since its inception and this year should be better than ever! However, we are still in need of volunteers to help with the set up, especially the tent on Friday before the event, serve the breakfast, sell tickets and tee shirts and participate in the bake sale and anything else that needs to be done. With your support I know Barnstormers will be a huge success.

The Galt Family Picnic is on July 18th starting at 5:00pm. Dinner will be provided but you should bring your own liquid refreshments and if you are so inclined, a dessert to share. Tickets are \$10 per person for chapter members and their family. For non-members, the cost is \$15. Children under 12 pay \$5.

Invitations will be sent via email requesting you R.S.V.P; please respond by June 30th. We need to get an accurate count of attendance to

make sure there is enough food for everyone. Reserve your place by sending your payment to the chapter treasurer, **Jean Forni**. Make checks out to EAA Chapter 932.

Mark your calendars and hope to see you at the picnic!



Aluminum Overcast Coming to Illinois July 10 - 12

Step back in time to the World War II era when you climb aboard EAA's B-17 bomber. *Aluminum Overcast* is coming to Aurora, IL (ARR) July 10th, 11th and 12th, and you can experience a once-in-a-lifetime opportunity to fly in one of WWII's most vital and magnificent aircraft.

This B-17 was donated to EAA in 1983 and underwent an extensive restoration program that took ten years and thousands of hours by dedicated staff and volunteers. Its first national tour was in 1994.

Ground Tours are \$10/person or \$20/family. Free for veterans and active military.

Mission Flights (weather permitting) advance registrations are \$409 for EAA members and \$449 for non-members. Walk-up flights are \$435 for EAA members and \$475 for non-members.

Visit the web site for more information and to register in advance. <http://www.eaa.org/en/eea/flight-experiences/aluminum-overcast-eea-b-17-bomber-tour/b-17-aluminum-overcast-tour-stops>

Welcome New Chapter 932 Members

Please join me in welcoming the following new chapter members.

- Chad Collins
- John Baelow
- Mark Collins
- Colton Reinwall
- Gary Reinwall
- Terry Gruener

Sadly, we have to wish one of our members goodbye. **Larry Thompson** is leaving the chapter because he is moving to Georgia. We all wish him well and hope he finds another friendly EAA chapter near his new home. Come back and visit us anytime Larry!



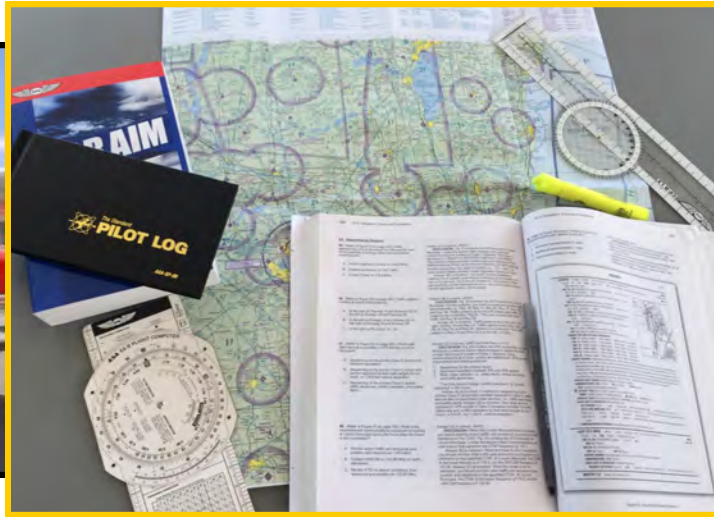
EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Ed Brown's Ground



This 6 week interactive course includes time spent in and out of the classroom, and is designed to help you learn everything you need to know to pass your private pilot written test.

Also Included :

- Simulator time in a Redbird TD2
- Hands-on learning in our aircraft maintenance shop
- Comprehensive study guide

**Classes held weekly at Galt Airport
Wednesday evenings at 6:00 p.m
Next session begins: June 17th**

Cost: \$500

Please call 815-648-2433 for more information.

To reserve your spot, payment must be received at least one week prior to the start date.

Galt Airport / EAA 932 Calendar of Events

- Jun 13 Barnstormer Days Vintage Fly-in, Galt Airport (10C) with rides by Gypsy Air Tours. 8:30am - 2:00pm.
- Jun 17 Ed Brown's Ground School six week session begins.
- Jun 27 EAA Chapter 932 Young Eagles Rally at Galt Airport (10C), 8:00am - 2:00pm.
- Jun 28 Art Class at Galt Airport (10C), in the Studio.
- Jun 28 Chapter 1323 Fly-in at Big Foot Airfield, Walworth, WI.
- Jul 18 Chapter 932 and Galt Airport Family Picnic; Pig Roast starting at 5:00p.m.
- Jul 20 - 26 EAA AirVenture, Oshkosh, WI. <http://www.eaa.org/en/airventure>**
- Aug 8 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Challenger Center tour after the meeting.
- Aug 15 Galt Airport Flour Drop Competition, Galt Airport (10C).
- Sep 19 Chapter 932 Planes and Puppies, Galt Airport (10C), Young Eagles and Animal Shelter fundraiser.
- TBD FAA Wings Safety Seminar, Galt Airport (10C).

See flyer on last page for information about other local EAA chapter events throughout the year.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/en/ea/events

<http://www.fly2lunch.com>

www.aopa.org/events

<http://www.flyins.com>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://socialflight.com/index.php>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

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Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Owners: Diane and Claude Sunday dsunday905@aol.com

Airport Manager/Chief Flight Instructor: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

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Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>



AVGAS

Galt Tenant Price

\$4.59

(includes tax)

This newsletter is published monthly and distributed via email to approximately 500 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.



2015 Summer Calendar EAA Chapter Events in the Chicago Area



www.eaa932.org



www.eaa95.org



www.eaa153.com



790.eaachapter.org



May

- 9th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 9th - Chapter 461 Young Eagles Rally, see web site for location
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 16th - Chapter 932 Salute to Veterans Pancake Breakfast at Galt Airport (10C)
- 17th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

June

- 6th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 6th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 7th - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB) 08:00 - 11:30
- 13th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 461 Young Eagles Rally, see web site for location
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 21st - Chapter 153 Father's Day Pancake Breakfast at Schaumburg (06C)
- 27th - Chapter 95 Fly-in at Aero Acres Airport (IL51)
- 28th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)
- 28th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 11th - Chapter 461 Young Eagles Rally, see web site for location
- 12th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

August

- 8th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 8th - Chapter 461 Young Eagles Rally, see web site for location
- 9th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 22nd - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 23rd - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

September

- 5th - Morris Airport Open House (C09)
- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 12th - Chapter 461 Young Eagles Rally, visit web site for location
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 19th - Chapter 932 Planes & Puppies (Young Eagles/Animal Shelter fundraiser) at Galt Airport (10C)
- 20th - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2) 08:00 - 11:30
- 27th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

October

- 10th - Chapter 241 USO Hangar Dance at DeKalb Airport (DKB) 19:30 - 23:30
- 10th - Chapter 461 Young Eagles Rally, visit web site for location
- 11th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 25th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)



1414.eaachapter.org



www.eaa579.org



www.eaa241.org



www.eaa461.org



Visit the chapter websites for more information about each event.